

Mazda J48 (Familia)
Toolgate-0 Agenda

August/10/2001

- 1, Purpose of Receiving an Order for Mazda J48 Program
- 2, Customer Market and Volume
- 3, Development Schedule
- 4, Customer Requirement
- 5, Project Resource Requirement Proposal
- 6, PACT(COST SUMMARY)
- 7, Mazda J48 Team List
- 8, Environmental Aspects
- 9, Open Issues



Purpose of Receiving an Order for Occupant Restraint

System in Mazda J48 Program

Background :

- Ford/Mazda made a decision to develop the J48 program using C car platform.
- Autoliv was awarded a full system supplier(FSS) for occupant restraint equipment(TRW was also awarded some programs in C car platform).



Mazda J48 program is developed at Mazda Japan and we are to participate in Mazda's development as the FSS in Japan. Taking this opportunity, we are targeting to obtain a business of the J48 occupant restraint system.

Target :

- To raise the management efficiency of a company by receiving an order of the large-sized business over 200,000 vehicle unites yearly output, which is yearly turnover of about 1,600 million yen.
- ANG is a Front Seat Belt supplier for current Mazda J39 program. Maintaining the current Front Seat Belt business as well as extending the business, we will improve our customer support by production and development locally.



As a reborn AJS, we will resume dealing with Mazda and become the core that promotes Occupant Restraints system in Autoliv K.K. for Mazda. It is indispensable that we should receive an award of the occupant restraints system as the FSS in Japan..

This page translated in the original by the previous page, AUTOLIV1090

マツダファミリア（J48）受注の狙い

経緯：

- ・フォードCカープラットフォームにマツダJ48も組込まれ、Cカーの一部として車両開発が決定された。
- ・乗員保護装置のサプライヤーにFSSとして歐州オートリブが選定された（一部車両TRW）。



マツダJ48は日本開発となり、日本オートリブがFSSとして参画。このチャンスにORシステム受注確定を目指す。

狙い：

- ・年商約16億円、年産20万台超の大型ビジネスを受注し、会社の運営効率を高める。
- ・現行ファミリア（J39）で前席ベルトをANGから供給しており、その継続拡大に加え、日本開発・生産によるカスタマーサポートを向上させる。



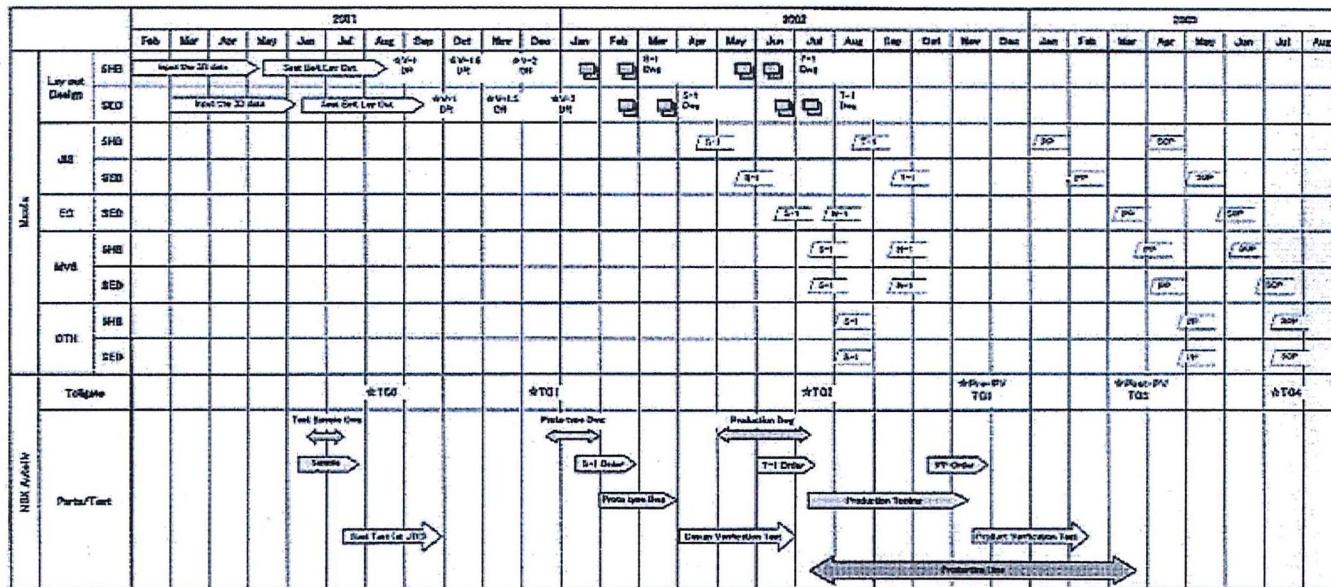
新生AJSとして、マツダへの復帰を果たし、日本オートリブのORシステムをマツダへ拡販する中核となる。ORシステムをFSSとして受注するためには、シートベルト受注は不可欠。

Customer Market & Volume

Vehicle Type	Seat	Destination							Total	
		JPN		USA		EC		OTH		
		Current J39A	J48E	Current J39A	J48E	Current J39A	J48E	Current J39A	J48E	
Seda	Front	ANG	AJS 900Car/M	ANG 6,300Car/M	AJS	ANG 1,470Car/M	AJS 4,700Car/M	ANG 4,700Car/M	ANG 14,000Car/M	AJS 13,370Car/M
	Rear	TK	AJS 900Car/M	TK 6,300Car/M	AJS	TK 1,470Car/M	TK 4,700Car/M	AJS 4,700Car/M	TK 10,000Car/M	AJS 13,370Car/M
Wa	Front	ANG	AJS 1,670Car/M	ANG 1,140Car/M	AJS	ANG 4,430Car/M	ANG 1,190Car/M	AJS 1,190Car/M	ANG 10,000Car/M	AJS 4,000Car/M
	Rear	TK	AJS 1,670Car/M	TK 1,140Car/M	AJS	TK 4,430Car/M	TK 1,190Car/M	AJS 1,190Car/M	TK 4000Car/M	AJS 4000Car/M

↑
ANG:J48G

J48 development schedule



Customer requirement

Current Drawing (Estimate)

[FR-Inn]

PBP Gen. 2.1 + Hall Effect SW

[FR-Out]

DR : R27LLD

PA : R27LLD + ALR

[HA]

Nissan Tsumami Type + Deformable Rail (For FMVSS 201)

[RS-Inn]

K12-Buckle (Webb)

[RS-Out]

R27 + ALR (Parcel Shelf Mount)

[RC-Inn]

K12-Buckle (Webb)

[RC-Out]

R27 + ALR (SED : Parcel Shelf Mount, 5HB : D-Pillar Mount)

Lap Outer : Separation Buckle (#13Z-27)

Customer Specification No.

MES PA 57060C : Seat Belts

MES PW PT001D : Interior / Exterior Plastics Parts

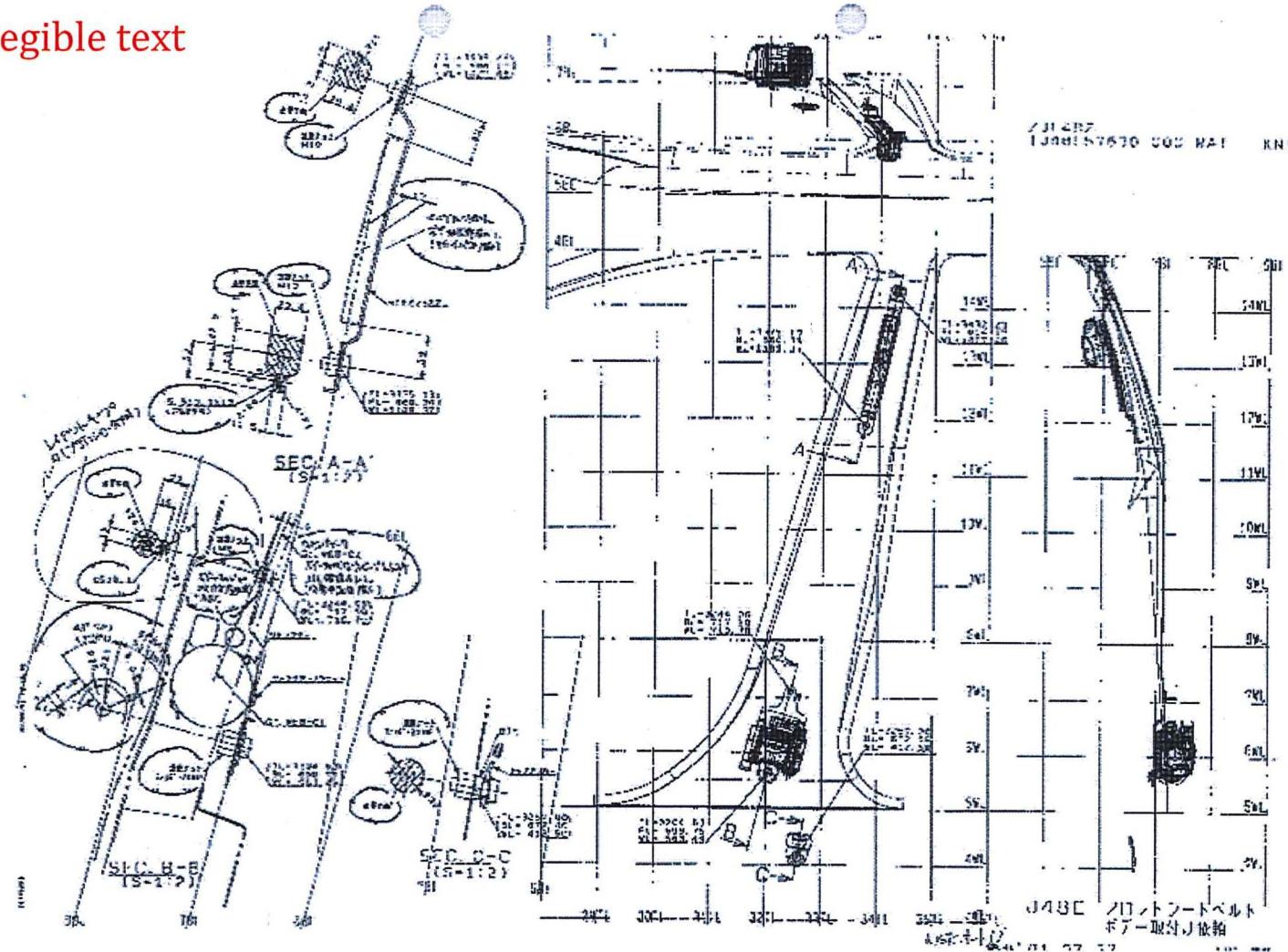
MES CF 050C : Flammability of Interior Parts

MES CF 250C : Material Marking on Plastic and Rubber Parts

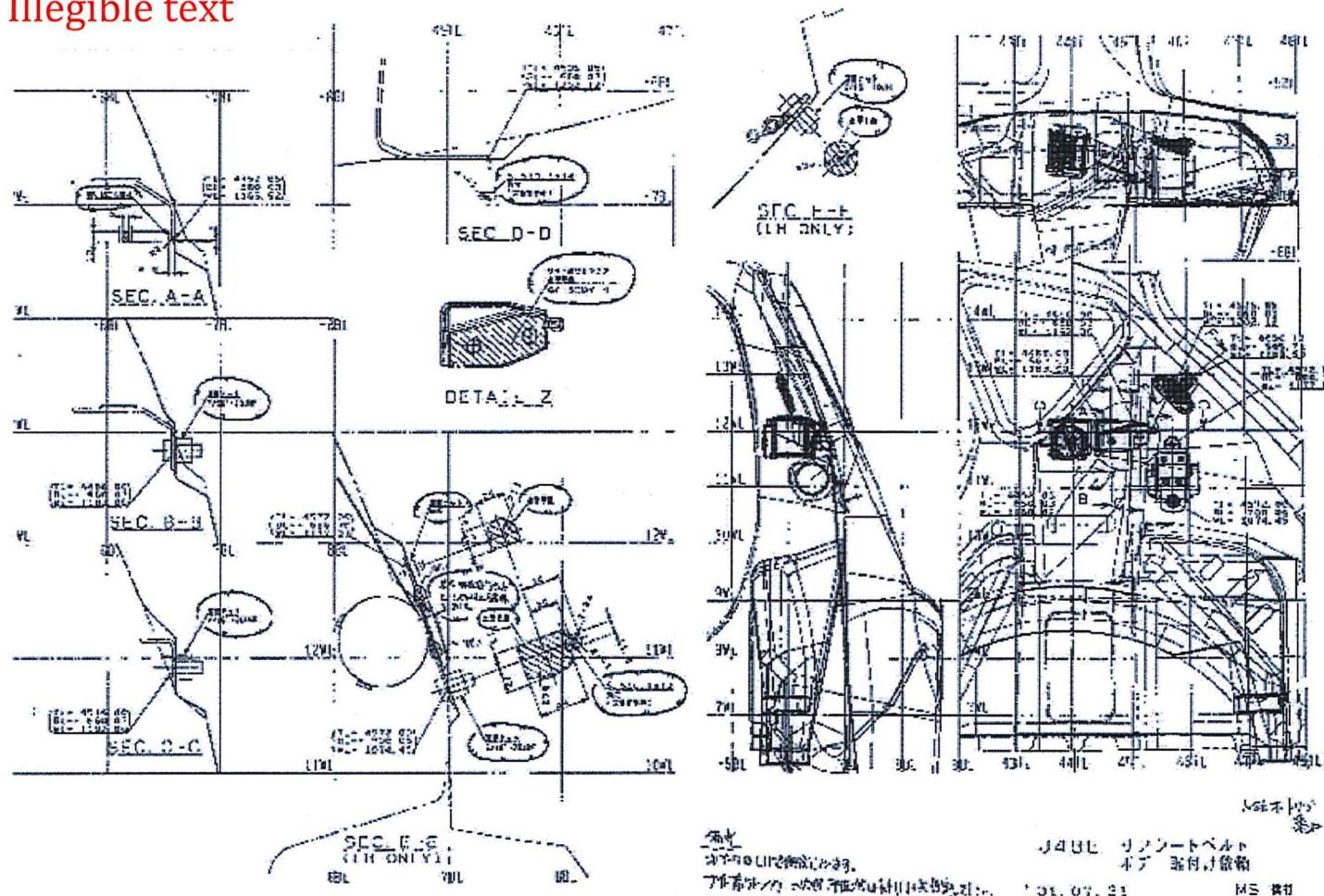
MES CG 310B : Plating

ESG-J48E57060 : Engineering Specification for Seat Belt

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Project Resource Requirement Proposal

Vehicle :	Mazda Familia												New business prospect (%)													Prepared by :	Yuji Kamei																																		
Product :	Seat Belt												(To be completed by Customer Manager as "Optimum" of nomination)												Issue :																																				
Project name:	J48												This request start month :	July-01												Date :	19-Jul-01																																		
Project no.:																																																													
(NB: Please produce a separate request for each project no.)																																																													
Phase start marker (Please copy 4 identity phase stages)		Phase 1												Phase 2																																															
		Month (Starting from start month above)												Month																																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30																														
		002	3	4	5	6	7	8	9	10	11	12	0211	2	3	4	5	6	7	8	9	10	11	12	0411	2	3	4	5	6	7																														
		PHASE1												PHASE2												PHASE3												PHASE4																							
Function	Task	TG0												TG1												TG2												TG3												TG4											
Project Mgr		2	2	2	2	5	10	10	10	10	30	20	20	20	20	20	20	20	20	20	20	20	30	20	20	20	20	20	10	10	10	453																													
Belt Eng	Application	20	20	60	60	65	70	70	70	60	60	140	140	70	70	70	140	140	70	70	50	50	50	50	50	10	10	10	5	5	5	1780																													
	Retractor	0	10	10	20	20	20	20	20	20	20	10	10	10	20	20	10	10	10	10	10	10	10	10	10	10	5	5	5	0	0	0	355																												
	Buckle	0	10	5	5	5	5	5	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	235																											
	HA	0	10	30	20	10	5	5	5	10	10	30	30	10	10	10	20	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	320																										
Design	3D-CAD (at Mazda)	0	50	100	100	100	100	100	100	100	100	100	100	100	100	50	50	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1550																											
Belt Test	Application	0	0	0	0	0	0	0	0	10	10	0	0	0	20	50	50	50	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	340																									
	Retractor	0	0	0	0	0	0	0	0	0	20	20	0	0	30	30	0	0	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	220																									
	Buckle	0	0	0	0	0	0	0	0	0	20	20	0	0	40	40	0	0	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	250																									
	HA	0	0	0	0	0	0	0	0	0	30	30	0	0	40	40	0	0	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	270																									
Total		22	102	207	207	205	210	210	210	220	280	400	320	220	350	380	430	320	170	170	120	100	200	240	240	95	45	45	15	15	15	5773																													
Adv Eng	Adv Eng																																																												
Quality	SQA	0	0	0	0	0	10	10	10	10	10	35	35	35	35	35	35	35	35	35	45	45	45	45	45	45	30	30	30	30	30	30	10	10	10																										
Production	Product	0	0	0	0	0	20	20	20	20	20	65	65	65	65	65	65	65	65	89	89	89	89	89	89	45	45	45	45	45	45	15	15	15																											
Production	APF	0	0	0	0	0	5	40	36	36	36	8	11	8	8	16	7	37	67	10	416	6	5	5	5	5	5	5	5	5	5	5	5																												
Production	Prod Eng	0	0	0	0	0	6	9	8	8	2	2	2	2	4	1	8	16	2	103	1	1	1	1	1	1	1	1	1	1	1																														
Purchasing		30	70	50	50	50	55	30	30	30	35	55	35	30	30	30	30	30	45	85	40	35	40	50	35	35	55	35	30	30	30																														
Please enter, against the corresponding phase timing, the percentage requirement for each function/task as required and identify the phase start points.																																																													
Phase start marker (Identify phase stages)																																																													
Phase 1 Phase 2 Phase 3 Phase 4																																																													
Month																																																													
Function	Task	1	2	3	4	5	6	7	8	9	10	11	12																																																
Project Mgr		100	100	102	102	100	100	100	100	100	100	100	100																																																
Adv Eng	Driver	50	50	50	20					200	200	200																																																	
	Passenger	50	50	50	50					100	100	100	100																																																

Proposal Agreement

Date

Project Manager:	
Tech Mgr - Structure:	
Tech Mgr - Seatbelts:	
Tech Mgr - Software:	
Quality:	
Production:	
Purchasing:	

Detailed Statement of the Development Costs for the Mazda J48 Proposal (the breakdown for entering PACT data)			
7/25/2001 Kamei			
		Breakdown	Total
Manpower	Development personnel expenses	System design supervision (Kamei): 0.9 persons * 24 months (2 persons * 4 months + 1 person * 8 months + 0.5 persons * 12 months)	¥16,200,000
		Drawings group personnel: 0.05 * 2 years	¥900,000
		CAD operators: 1 persons * 12 months (¥4500/hr * 19h + ¥6000/hr * 200h)	¥9,840,000
		Subtotal	¥26,940,000
A			
Sled Testing	Sled test expenses (No. 2)	Pre-shipping check: ¥30,000/shot * 2 shots * 4 times * 6 part numbers	¥1,440,000
		Part check test: ¥30,000/shot * 2 shots * 2 times * 6 part numbers	¥1,080,000
	Sled test expenses (No. 3)	New waveform	¥120,000
		White body reinforcement, jig creation expense	¥500,000
		Performance check: ¥40,000/shot * 2 shots * 6 part numbers	¥4,800,000
B			
Barrie Te	Barrier test expenses	Not scheduled	¥0
		Subtotal	¥0
C			
Lab Testing	Experiment expenses	Regulations test: 0.3 persons * 1.5 years	¥4,050,000
		Customer spec test: 0.3 persons * 1.5 years	¥4,050,000
		HA stage evaluation: 3 persons * 3 months	¥405,000
		PBP assessment test: 3 persons * 3 months	¥405,000
		Subtotal	¥8,910,000
D			
Quantitative Analysis	Materials analysis expenses	Not scheduled	¥0
		Subtotal	¥0
E			

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Prototype Tooling	Trial manufacturing tooling expenses	HA rail: ¥2,000,000 * 1 part number Garnish: ¥1,000,000 * 1 part number Cover: ¥1,000,000 * 1 part number	¥4,000,000	F
		Anchor plate: ¥300,000 * 3 part numbers (RS outer & RC 2 sheets overlapped)	¥900,000	
		Bracket: ¥800,000 * 5 part numbers (RR tray placement) ¥800,000 * 1 part numbers (RC pillar placement)	¥4,800,000	
		Subtotal	¥9,700,000	
Sample/Test pieces	Sample expenses, test parts expenses	Samples for investigation: ¥15,000 * 2 part numbers * 3 sets ¥10,000 * 4 part numbers * 3 sets	¥210,000	G
		Regulations test: ¥15,000 * 2 part numbers * 5 sets ¥10,000 * 4 part numbers * 5 sets	¥350,000	
		Customer spec test: ¥15,000 * 2 part numbers * 5 sets ¥10,000 * 4 part numbers * 5 sets	¥350,000	
		HA stage evaluation	¥300,000	
		PBP assessment	¥200,000	
		Subtotal	¥1,410,000	
Other Co	Other	Sample/CAD data delivery expenses: ¥2000 * 12 times	¥24,000	H
		New GNC terminal expenses: 1 unit * 12 months (EWS: ¥105,000/month * 12 months)	¥1,260,000	
		Mazda business trip expenses: ¥40,000 * 80 times (commuting expenses) ¥9000 * 150 nights (lodging expenses) ¥2400 * 200 days (per diem)	¥5,030,000	
		Communication expenses (mobile telephone): ¥5000/month * 12 months	¥60,000	
		Subtotal	¥6,374,000	
Income (negative)	Income (minus the appropriated amount)	Samples for evaluating the passenger restraint performance	-¥2,510,000	I
		Subtotal	-¥2,510,000	
		Total (A~I)	¥58,764,000	

Note:

- (1) Personnel expenses are calculated on a base of ¥5000/h * persons * 1800h/year = ¥9,000,000/year * persons.
- (2) Mass production preparation operations for production/quality assurance separately requires 0.3 persons * 2 years = ¥5,400,000 approximate.
- (3) 6 part numbers for belts are shown as Dr/Pa/RS/RC * 3 types.
- (4) No. 3 sled expenses are ¥200,000~500,000/shot, but this changed by execution details so ¥500,000 for midterm + alpha.
- (5) This estimate is a trial calculation only for belts of Japan design/Japan delivery, and so the specification to be delivered from Europe AUTOLIV...

F5.1 COST SUMMARY

#1		#2		Estimate No.01-034 Jul-23-2001 TG0	
Project Name:	0	Product Life Cycle (Yrs)		Cost from	Contribution Margin
Project #:	0	Project Start Date		Raw	41%
Project Manager:	0	Project Duration to SOP (Yrs)	0.0	Refined	15-25%
Part #:	J484DR	Start of Production		Green	>25%
Description:	SOP : Apr.2003				
DEVELOPMENT COSTS		Jul.02	Target		
Manufacturing	28,240,000	28,340,000	0		0
QED Testing	7,300,000	7,300,000	0		0
Supplier Testing	0	0	0		0
Laboratory Testing	8,100,000	8,210,000	0		0
Manufacturing	0	0	0		0
Prototype Tooling	9,700,000	9,700,000	0		0
Samples/Test pieces	810,000	1,410,000	0		0
Other (e.g. Travel): %	13,424,000	6,374,000	0		0
Income (neg.)	-2,810,000	-2,510,000	0		0
Subtotal-Development Costs	61,984,000	58,764,859	0		
CAPITAL EXPENDITURE					
Production Line	33,450,000	105,250,000	0		0
Production Tooling	23,480,700	24,204,400	0		0
Test Equipment	0	0	0		0
Gauges & Fixtures	0	0	0		0
Other	0	0	0		0
Income (neg.)	0	0	0		0
Subtotal-Capital Expenditures	56,930,700	131,034,400	0		
#7					
Total Costs	110,914,700	188,802,490	0		0
Production Line		35 = high; 25 = medium; 15 = low			
#8		Feasibility - Product			
Feasibility - Quantity					
#9					
ASSUMPTIONS		Jul.02	Target		
Direct Labor per Hour	THB 50.00	THB 50.00	THB 50.00		0
Setup/Pkg Freight/Duty	5.4%	5.4%	5.4%		0
Overhead/SG&A (on SP)	13.7%	13.7%	12.7%		0
Tax rate					
Capital Expenditure Allocation					
Allocated Costs					
#10					
Assembly plant					
4DR	Jul.02	Target			
FR-A : PBP-Gas 2.1*full set	ATN(NSTI)	ATN(NSTI)			
FR-B-D: R271LLD	ATH(NSTI)	ATH(NSTI)			
FR-B-P: R271LD = AE	ATH(NSTI)	ATH(NSTI)			
W-A-E : AJS/NISSAN aluminum type	AJS(NAL)	EUR(NAL)			
RS-B : R271Presto + AVE	ATH(NSTI)	ATH(NSTI)			
RC-B : R271Presto + AVE (Separation)	ATH(NSTI)	ATH(NSTI)			
RC-C: K12-BKL = K12-BKL	ATH(NSTI)	ATH(NSTI)			
RC-H: AJS-Separation BKL = K12-BKL	ATH(NSTI)	ATH(NSTI)			
Jul.02		Target = SOP			
#11					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#12					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#13					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#14					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#15					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#16					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#17					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#18					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#19					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#20					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#21					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#22					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#23					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#24					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#25					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#26					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#27					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#28					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#29					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#30					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#31					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#32					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#33					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#34					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#35					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#36					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#37					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#38					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#39					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#40					
Comments: (blue requires input)					
Estimate No.01-034 Jul-23-2001 TG0					
Title: It is the 4DR Sedan PACT (SDR & Exchange)					
THB=2.35yen, EUR=105yen					
#41					
Comments: (blue requires input)					
Estimate No.01-03					

Team List			
Confidential		Version 2.0	
From:	Yuji Kamei	To:	Project team
		Keishi Yamada	Account Management ALJ
		Hiroshi Kimura	Account Management ALJ
		Susumu Baba	Corporate Planning & Administrative AJS
		Syuuji Tomizawa	Global Purchasing AJS
		Masaru Kobayashi	Seat Belt Plant AJS
		Takashi Abe	Seat Belt Plant AJS
		Timo Rau	Ford New Market Sales Management ASG
		Frank Bartel	Seat Belt Application ASG
		Wolfgang Richter	ASG
		Detlef Hein	ASG
cc:		Project Executive	
Workers council (AJS)			
		Masayuki Kano	Seat Belt Technology AJS
		Colin Naughton	Group Integration AJS
		Osamu Kawai	Quality Assurance AJS
Project Name: Mazda J48 (2003 Apr. ~)			
Team members + Managers signatures		Signatures	Date
Seat Belt Technology	(PM) Yuji Kamei	AJS	
Account Management	Keishi Yamada	ALJ	
Account Management	Hiroshi Kimura	ALJ	
Corporate Planning & Administrative	Susumu Baba	AJS	
Global Purchasing	Syuuji Tomizawa	AJS	
Seat Belt Plant	Masaru Kobayashi	AJS	
Seat Belt Plant	Takashi Abe	AJS	
Account Management	Takayoshi Matsunaga	AKK	
Corporate Planning & Administrative	Takeshi Matsuoka	AJS	
Global Purchasing	Daizaburo Hashimoto	AJS	
Seat Belt Technology	Masayuki Kano	AJS	
Seat Belt Plant	Shingo Iwasa	AJS	
Filepath\Name\date			



Close or right option

TG0
TG1
TG2
TG3

Environmental Aspects

TG0

Environmental Standards to fulfil:

Customer: 2000/53/EC (EU ELV Directive)Autoliv: AS-5Local: KBD 4190

TG1

Engineering
Purchase

	OK	REMARKS	COMMENTS
<i>Engineering</i>		Acc. to II-07	
<i>Purchase</i>		Acc. to attached checklist	

TG2

Purchase
Process engineering
Quality

	OK	REMARKS	COMMENTS
<i>Purchase</i>		Acc. to attached checklist	
<i>Process engineering</i>		Acc. to attached checklist	
<i>Quality</i>		Acc. to attached checklist	

TG3

Engineering
Purchase
Process engineering
Quality
Production
Sales
Logistics

	OK	REMARKS	COMMENTS
<i>Engineering</i>		Acc. to II-07	
<i>Purchase</i>		Acc. to attached checklist	
<i>Process engineering</i>		Acc. to attached checklist	
<i>Quality</i>		Acc. to attached checklist	
<i>Production</i>		Acc. to attached checklist	
<i>Sales</i>		Acc. to attached checklist	
<i>Logistics</i>		Acc. to attached checklist	

Open Issues

1. About seat belt specification

- a) The seat belt specification is not yet Fixed. (Depends on passenger restraint performance.)
→ When changed to AGB101, profit went into the negative.
- b) The control model for sales price is SED.
→ Reliably reflect the increase portion, due to 5HB specification difference, in the sales price.

2. About production site/equipment

- a) In order to assure profit, use of Japan manufacturing for PBP Gen 2.1 is essential.
→ Need to introduce PBP production line.
- b) Details are unclear on PBP Gen 2.1, R27LLD production equipment.
→ Need to investigate production line in Germany and Australia,
and discern by expenses, production capability, personnel structure, etc.

3. About part unit cost

- a) Calculate based on purchasing price data (direct level) at ANG.

4. About mass production orders

- a) Mass production orders are not yet settled. (Designated by development supervising supplier.)
- b) Even if development is stopped, we are notified that it will not apply to the entire guarantee request.
- c) Need to cut cost increase amounts for specification changes hereafter.

Mazda J48 - Open Issues List - Open Issues - For NSK - Autoliv Internal Use Only

Category	No.	Date	Action Required	Owner	Responsible	Target Completion	Priority (1 = High)	Actual Completion	Comments	Status (C/I)
General	1	22 Dec 2022	AJS to advise what support they need for drawings. AJS to look at existing 2D drawings from Mitsubishi to see if this style is possible as copy. Kamei-san to advise T. Rau who is the CAL to coordinate and make in Cologne, Germany. Kamei-san to advise T. Rau copies of all AJS part and assembly numbers.	Kamei-san	Kamei-san	Ongoing	2		Mazda have not yet received the H48 vehicle numbers, so no assembly part numbers are available at present. They will advise once this has taken place.	C
	2	Customer Approval Drawings	Discussions with Mazda to take place to agree the submission and approval procedures. This should be written for both regions. T. Rau (or above ANG) who is responsible for drawing release.	Kamei-san	Kamei-san / Mitsubishi	Ongoing	2		AJS stated that they have been advised that paper copy submissions to Mazda is acceptable.	I
	3	Mazda Internal Network	Kamei-san to ask Mazda how to register and get access to Mazda Network server 237 for supplier information exchange. Kamei-san to advise the information to Mitsubishi, so that the link can be set up.	Mitsubishi	Kamei-san	Ongoing	3			C
	4	Test Proposal	AJS to review new specification for Mazda proposal. This should specify the location of both regions projects, i.e. AJS & G. Discuss internally at AJS, then with ANG and AJS before proposing to Mazda. AJS to review the specification, and advise to review and discuss with regional technology and engineering.	Kamei-san	P. Horwitz / V. Gubarev	Ongoing	1		Copy of Mazda sheet AJS & G internal draft received from Mazda and sent to AJS. This is linked to the J48. Technical review, discussion is still of progress.	C
	5	J48 Programme Details	NSK not clear within Autoliv, as how J48G development to be carried out by Mazda. This includes part numbers used, and the design specifications to be worked to, and which type of submission process and documentation. AJS to request this from Mazda in conjunction with the Test Specification requirements from the Central section hosts, then advise T. Rau at ANG, AJS to create a proposal to Mazda. Discuss this internally at AJS, then together with ANG and AJS before proposing to Mazda.	Kamei-san	Kamei-san / Kamei-san	Ongoing	1		Mazda or tool part numbers are required by ANG in order to be able to store documentation and drawing releases.	C
	6	Prototype Sample Build Requirements	AJS to advise Kamei-san of timing to receive the PIP samples. Samples required without fail. Sample, and should be complete. GJ24 only ever assembled. AJS to advise Kamei-san of prototype JUDM for the PIP Gm 2.1. AJS to advise Kamei-san of prototype JUDM's for the S27 LL and S27 LLID test samples. Minimum information needed is sample type, Reference Strength, Strength and LL levels. W. Ristler to advise Kamei-san of the Autoliv bill number for the remaining samples when sent.	Kamei-san	T. Rau	Week 32	1		Second sample delivery required at NSK by 02/07/2023. - 4 R11 and 2 L11 medium level PIP LED assemblies; - 4 R11 and 2 L11 low-medium/high level P27 LL assemblies; - 1 R11 and 1 L11 PIP Gm 2.1 assemblies; - Module Tropos, 10 placed at 0.452.2mm each; Acceptable due for completion 20/07/2023. Additional requirements for further R11 and testing: - 6 R11 and 3 L11 PIP Gm 2.1 assemblies; - 2 R11 modules, P10000 level test of assemblies. Due date is 08/08/2023.	C
	7	Assembly Status	C. Hause to program and distribute the serial information for each test assembly measurement chart, and then send to W. Ristler at ANG.	W. Ristler	C. Hause	Week 32	1			C
	8	S-1 Build Test Specification	Mazda-san has obtained a copy of the S-1 build test specification for the J48 from Autoliv. Recalling the test requirements for the assembler. A copy is to be forwarded and sent to ANG for review, and understanding, after Kamei-san to advise a copy of the test specification review of the Mazda requirements AJS to 27/09/2022 and to W. Ristler at ANG.	T. Rau	Kamei-san	Week 32	2		J48 specification must be met. Copy of J48 S-1 build test specification from Kamei-san 07/01/2023.	C
	9	PACT	AJS/PACT documentation to be updated according to latest known assembly requirements, as and when relevant becomes available. These steps are then to be reviewed for changes from those previously stated.	Higuchi-san	Higuchi-san	Ongoing	3		Customer update required to track status, and ascertain the actions that are adding value to the assembly process. Mazda to be informed when this occurs.	C
	10	Next Meeting	The next meeting confirmed with ANG is to take place on Friday 03/06/2023 at 15:00 Japanese time.						For Information Only	C